

**GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM**  
**Instrument Procedures Subgroup**  
**April 29-30, 1996**  
**HISTORY RECORD**

**FAA Control # 96-01-162**

**SUBJECT: GPS NoPT Terminal Routes and PT Required Terminal Routes**

**BACKGROUND/DISCUSSION:** One of the major concepts embraced by TERPs upon its implementation in 1967 was to construct terminal routes that would meet alignment, maneuvering and descent gradient requirements and feed to the intermediate segment so as to eliminate the requirement for a course reversal. The limiting factor has been the availability of appropriate navigation facilities to support the required route alignment and fixes. With GPS, there are no facility limitations. Every GPS waypoint is an accurate azimuth/distance "facility".

**RECOMMENDATION:** The principal traffic flow terminal routing to GPS SIAPs should always meet NoPT requirements. In those very unusual instances where the local airspace won't support NoPT feeder/initial segments, then such routing will lead to a course-reversal waypoint. Such routes should be annotated "Course Reversal Required" in order to eliminate ambiguities that presently are presented to both pilots and controllers. In addition to GPS SIAPs, this "Course Reversal Required" annotation should be applied to all such terminal routes in all other (non-GPS) SIAPs on a routine revision basis.

**COMMENTS:** This recommendation affects Handbook 8260.3B, "TERPs", 8260.19C, "Flight Procedures and Airspace," and relevant directive information in the Aeronautical Information Manual.

Submitted by Captain Tom Young, Chairman  
Charting and Instrument Procedures Committee  
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April 5, 1996

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**INITIAL DISCUSSION (Meeting 96-01):** The issue was introduced by Tom Young on behalf of ALPA. ALPA's position is that there should be a change to charting specs to indicate "PT Required" on the chart when a course reversal is required as well as indicating "NoPT" when no procedure turn is required. ALPA believes this will provide better information to the pilot especially in those cases where a procedure is aligned straight-in, appears to be straight-in, but for some reason such as excessive descent gradient does not qualify as a straight-in approach without a TERPS required course reversal. The group was unable to reach a conclusion and it was agreed that all would study the issue for discussion at the next meeting. **ACTION: All Attendees.**

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**MEETING 96-02:** Bill Hammett, AFS-420, stated that he believes that the issue is not valid. The AIM clearly provides guidance that pilots will perform a PT maneuver unless the procedure is annotated NoPT or ATC provides radar vectors. This policy has been reinforced by FAA's General Counsel interpretation of Part 91.175. Wally Roberts, ALPA, stated that ALPA sent AFS-420 an additional letter requesting policy guidance but had not received an answer. AFS-420 took the IOU to answer ALPA's letter and address this issue at the next meeting. **ACTION: AFS-420.**

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**MEETING 97-01:** Paul Best, AFS-420, briefed that it is the FAA position that the current guidance provided in the AIM is sufficient. Paul also provided ALPA a draft of the AFS response to their previous letter on this issue. Wally Roberts, ALPA, requested that guidance be published in the Instrument Flying Handbook. Paul agreed and Jim Nixon, AFS-440, took the IOU to work this through AFS-600. Once published in AC61-27, the issue may be closed. **ACTION: AFS-440 & AFS-600.**

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**MEETING 97-02:** Paul Best, AFS-420, briefed that the request for revision has been forwarded to AFS-600. AFS-440 will monitor the progress of the re-write and report to the Instrument procedures Subgroup. The issue will remain open for tracking and closed when guidance is published in AC61-27. **ACTION: AFS-600 & AFS-440.**

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**MEETING 98-01:** It is the FAA position that the current guidance provided in the AIM is sufficient. However, all agreed that guidance should also be published in the Instrument Flying Handbook (AC 61-27). Once published, the issue may be closed (See Issue 93-01-121). AFS-420 to monitor progress and report. **ACTION: AFS-600 & AFS-420.**

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**MEETING 98-02:** No change. This issue has been resolved; however, closure is dependent on re-write of the Instrument Flying Handbook by AFS-600. AFS-420 to monitor progress and report. **ACTION: AFS-600 & AFS-420.**

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**MEETING 99-01:** No change. This issue has been resolved; however, closure is dependent on re-write of the Instrument Flying Handbook by AFS-600. AFS-420 to monitor progress and report. **ACTION: AFS-600 & AFS-420.**

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**MEETING 99-02:** No change. This issue has been resolved; however, closure is dependent on re-write of the Instrument Flying Handbook by AFS-600. AFS-420 to monitor progress and report. **ACTION: AFS-600 & AFS-420.**

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**MEETING 00-01:** No change. This issue has been resolved; however, closure is dependent on re-write of the Instrument Flying Handbook (AC61-27). (Also see related issue 93-01-121). Dave Eckles, AFS-420, briefed the status of AC61-27. AFS-600 encountered some contractual problems since the last meeting; however, they have been

overcome. A formal draft of the AC should be released for comment in June 2000. Howard Swancy, AFS-4, reminded everyone to provide comments when the AC is available. **ACTION: AFS-600 & AFS-420.**

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**MEETING 00-02:** No change. This issue has been resolved; however, closure is dependent on re-write of the Instrument Flying Handbook (AC61-27). (Also see related issue 93-01-121). Dave Eckles, AFS-420, briefed that AC61-27 is currently in FAA internal coordination. Howard Swancy, AFS-4, stated that the AC would be circulated for public comment prior to publication. **ACTION: AFS-600 & AFS-420.**

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**MEETING 01-01:** No change in status. This issue has been resolved; however, closure is dependent on re-write of the Instrument Flying Handbook. Dave Eckles, AFS-420, briefed that coordination with AFS-600, Regulatory Support Division, in Oklahoma City, reveals that AC 61-27 has been re-designated as FAAH 8083.15, Instrument Flying Handbook. Howard Swancy, AFS-4, briefed that the publication is designed for use as a source for testing requirements only and has gone to press. It is now on an official change cycle and input for revisions is welcome. AFS-420 will monitor/report the status of the new handbook. **ACTION: AFS-420**

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**MEETING 01-02:** Bill Hammett, AFS-420 (ISI) briefed that the Instrument Flying Handbook, FAAH 8083-15, has been published. Several agencies have expressed concern about the content adequacy and currency of the IFH pertaining to certain areas. However, AFS-420 believes that the guidance relating to course reversals (PT's) is satisfactory and, along with the revised AIM material supports the intent of Part 91.175j as interpreted by FAA's General Counsel. The ACF also agreed, after discussion at the last meeting, that annotating "PT required" on SIAPs was unnecessary and to close related issue 00-02-228. Bill recommended the issue be closed. The group agreed.

**ISSUE CLOSED.**

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